ALASKAN TOKEN COLLECTOR
& POLAR NUMISMATIST VOLUME XLVII, NO. 8, AUGUST, 2025.

ALASKA RARE COINS, P.O. BOX 72832, FAIRBANKS, ALASKA 99707 Phone 907 452-6461 email: alaskararecoins@gmail.com

See page 106

ALASKA HOME RAILWAY

Douglas Island News, August 14, 1907.

It appears that railroad building in Southern Alaska is not to be confined to Katalla nor the Kenai Peninsula. Valdez citizens have subscribed $106,000 to the Alaska Home Railway Company, which proposes to build a narrow gauge, electric railroad from Valdez to the interior. A special cable from the Valdez Prospector states that this is an independent, anti-trust enterprise; Alaskans for Alaskans; equal rights for all, special privileges from none; no bonds; speedy construction, to cost not over ten thousand dollars per mile and all stockholders to share in the profits. Stock at one dollar per share is offered by the single share or in blocks of ten thousand. Ex-Gov. J.G. Brady is down for $5,000 worth, and all Alaskans are invited to step up and invest. It is announced that construction work has already begun.

Valdez Prospector, August 15, 1907

FRANCHISE GRANTED

Council Granted Franchise to Alaska Home Railway

Alaska Home Railway Launched at Monster Meeting of Valdez City Council

At the mass meeting called Saturday evening for the purpose of presenting the matter to the citizens of Valdez there was a large attendance, the hall being crowded to the limit. An opening address was made by Ex-Governor Brady, after which Henry D. Reynolds, the organizer of the plan, told the people what the proposition was...

The splendid organization of the Reynolds-Alaska Development Company has voluntarily, and without charge, been placed at the service of the Alaska Home Railway.

The headlines tell it all. Valdez is excited to be the starting point of a railroad to the interior. H.D. Reynolds is at the head of both companies. Sadly, it smells like a scam.

Alaska Prospector, Valdez, August 29, 1907.

NOTICE

The Alaska Home Railway Company, its agents, attorneys and employees, and H.D. Reynolds, Trustee, and his agents, attorneys and employees:

You are hereby notified, that you and each of you are forbidden to occupy, enter upon, take possession of, or in any manner trespass upon the lands, premises, right of way or grade, owned, occupied, or in possession of the Copper River & Northwestern Railway Company, a private corporation; and you are further hereby notified, that any infringement or violation of this order, will be prosecuted according to law.

You and each of you are also hereby notified, that the lands, right of way or grade upon which this notice is posted, are owned, occupied, and in the lawful possession of said Copper River &

continued on page 99

EDITOR'S COMMENTS

This seems to be a transportation issue. If it has wheels, it is in this issue - planes, trains and automobiles.

Correction: J.D. Williams points out that Benice did list the B&M 25¢ in the first edition of his book. Ron Benice emailed after J.D. to tell me the same. I just missed it. I still stand my opinion that I do not believe these tokens were issued by Butler & Mauro.

Speaking of Mauro & Co., the B-32a token sold for the best offer of $610 (reduced).

It was a another quiet month on eBay. Not much to report.

Looks like September will be one of my months off. I plan on the next issue going out about October 1, and it will be a September/October issue. However, if something exciting happens, all bets are off!

PRICES REALIZED

Selected prices realized from eBay:

Anchorage, Canteen Bar, 12½¢, B-10a	27.25
Ketchikan, Northern Bus, one fare, B-T4d	8.39
Koyukuk, Vernetti, $5, B-3e	18.50
McCarthy, Golden Hotel, 25¢, B-2	12.50
Seward, Palace, 12½¢, B-9c	11.50
Thane, A.G.M. Club, 12½¢, B-1a	20.50
Sugiya & Co. Salmon Packers, $1.00	32.00

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Alaskan Token Collector & Polar Numismatist, published 10 times per year, is a publication of Alaska Rare Coins. All articles remain the property of the authors and may not be reprinted without their consent.

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Subscription Rates: (all first class or airmail)

United States	$30 per year
Canada	$35 per year
Elsewhere	$40 per year
PDF via email	$20 per year
Both mail and PDF	$40 per year

NEWS FROM DAWSON

Daily Alaskan, Skagway, September 11, 1917.
A POINTER FOR SKAGWAY

The war is helping Dawson get rid of its long standing abandoned buildings which have been a ghostly disgrace to the town. War prices are an inducement to tear down the buildings for the good material still in them.

Owners of old buildings which have stood idle in Dawson have awakened to the fact that they no longer are of value standing idle, and being an expense under the item of taxes while also deteriorating.

It is found by a number of the owners that sheet metal, glass, and other material in the buildings now bring a high price, and they are tearing down the old structures and converting the remains into cash as soon as possible.

Louis Brier, *in discussing the subject said: "Yes, I let my old buildings stand idle too long. They look bad for the town, and keep too much money tied up. I see now it is bad business to keep dead stock tied up even if I get only 10 cents on the dollar, for the sooner I get that ten cents in cash, the sooner will it begin to grow back to a dollar and give me my original value." Dawson News.*

ALASKA COACHWAYS

Nome Nugget, November 17, 1950.

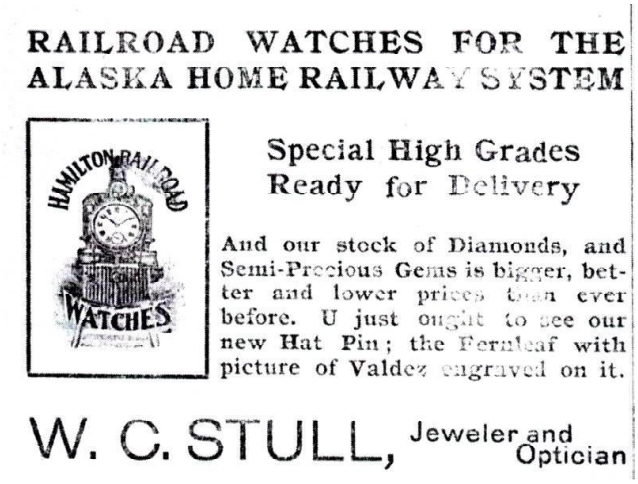
When the Alaska Coachways bus stopped at Eielson Air Force Base gate yesterday, everybody but one man got off. The one man was Eugene Doherty, 46, a boiler fireman. He was dead of a heart attack.

Valley Frontiersman, February 21, 1952.

In Fairbanks the purchase of Alaska Coachways, Incorporated by Russell Swank, operator of the Matanuska Valley bus lines and the Anchorage City Transit system was announced February 9 by the former owner

ALASKA HOME RAILWAY

Northwestern Railway Company. Dated at Valdez, Alaska, this 28th, day of August, 1907.



Alaska Prospector, August 29, 1907.

Alaska Prospector, September 26, 1907.

GUGGENHEIMS RESORT TO SHOOTING LABORERS

One man is dead and five wounded at Keystone canyon is the latest development in the contest between the C.R. & N.W. road and the Alaska Home people for a right of way to the interior.

This morning a message was received over the wire stating that employees of the Alaska Home were erecting construction camps at or near the entrance to Keystone canyon, when they were fired upon from ambush by some unknown parties.

Alaska Prospector, October 3, 1907.

Washington, Sept. 30 -- The war department has wired the Alaska Home Railway a right-of-way through Keystone canyon, and General Greely ordered to prevent any further bloodshed and not permit the Guggenheims to corner the Alaska copper fields.

Seward Weekly Gateway, October 5, 1907.

REYNOLDS GETS LICENSE FOR KEYSTONE CANYON

Washington, D.C., Sept. 30 -- License to lay trace through Keystone canyon was granted today to the Alaska Home Railway electric line, now building from Valdez, Alaska toward the interior.

Seward Weekly Gateway, October 12, 1907.

WORK SUSPENDED ON REYNOLDS RAILROAD

No Money to Cash Pay Checks, Promoter's Bank Closes Doors and 500 Laborers, Mostly Broke, on Way to Valdez to Start Trouble -- City Appoints Fifty Special Police and Will Feed Destitute.

Again, the headlines say it all!

Alaska Prospector, Valdez, October 17, 1907.

Boston, Oct. 14 -- Considerable excitement has been caused in this section by the news of the Alaska Home Railway trouble at Valdez, as there are nearly 1700 stockholders of the Reynolds-Alaska Development Co. in this state. Dr. Keistler, vice president of the company, says the Guggenheim interests are responsible for the trouble as they prevented the sale of Alaska Home stock in Seattle and Tacoma. He says the Reynolds-Alaska Development Company will stand behind the railway and see that all debts are met.

Alaska Prospector, Valdez, October 17, 1907.

Alaska Home Railway Stops Work

All work on the Alaska Home Railway came to a stop yesterday when orders were issued to cease operations entirely and discharge employees.

Daily Alaskan, Skagway, October 23, 1917.

Gov. Hoggart Must Face Some Serious Charges Soon. Claim Made That He is Guggenheim's Agent In Valdez Mess.

Frank Young, one of the leading officials of the Alaska Home Railway company has made serious charges against Governor Hoggart. In them the Governor is openly declared to be the "Rubber Stamp" of the Guggenheim interests and that he has been retained to defend the Guggenheim combination at Catalla and Valdez.

ALASKA HOME RAILWAY

Douglas Island News, October 23, 1917.
The reports that coyote holes had been prepared by the Guggenheim men in keystone canyon, was apparently borne out, when three of these were found and exploded. They were in the first rock cut, about 40 feet beyond the point reached by the leaders of the Alaska Home Railway employees.

Daily Prospector Bulletin, Valdez, Nov. 14, 1907.
ALASKA HOME ROAD MAY RESUME WORK
H.D. Reynolds, the organizer and moving spirit in the enterprise, is now in Boston, conferring with the stockholders of the Reynolds-Alaska Development Company, who own a very considerable interest in the Alaska Home Railway and other Reynolds holding here.

Seward Weekly Gateway, December 28, 1907.
REYNOLDS SAYS HE CAN SETTLE
Proposes to Pay Money Due to Laborers and Half Cash and Bonds to others.

Alaska Prospector, Valdez, May 7, 1908.
ALASKA HOME RAILWAY WILL PROBABLY BECOME A REALITY

Hot Springs Post, January 2, 1909.
A verdict of insanity has been rendered by a jury empaneled at Boston to inquire into the sanity of Henry D. Reynolds, the promoter of the Alaska Home railway and other enterprises of magnitude within the confines of this territory. Reynolds was immediately committed to the custody of officials of the Long Island Hospital for the Insane. It is believed that the worry incident to the civil and criminal charges brought against him had more to do with his mental condition than anything else, and there is a hope expressed that a rest for a time will result in his cure.

Ketchikan Miner, September 18, 1909.
Steamer Jeanie is loading the remains of the Alaska Home Railway and will take the outfit to Seattle if somebody doesn't grab it.

Wrangell Sentinel, September 1, 1910.
The city council of Valdez has purchased the Keystone wharf, the last remaining asset of the Alaska Home Railway - of Reynolds' brain storm fame.

Anchorage Daily Times and Cook Inlet Pioneer, July 31, 1916.
PROMOTER REYNOLDS RETURNS TO VALDEZ
Henry D. Reynolds, promoter of the Alaska Home railway, which started construction from Valdez toward the interior, and which met with failure soon after the initiation of work, has returned to Valdez, after an extended absence following the discontinuance of the railway construction. He has been in Philadelphia most of the time since leaving Alaska, and it is said that he has gained quite a fortune in the manufacture of munitions of war. Reynolds has faith in the mining wealth of this country and comes to get hold of mining interests in the Valdez section. He is accompanied by a mining engineer.

Anchorage Daily Times and Cook Inlet Pioneer, August 1, 1916.
REYNOLDS SEEKING SMELTER SITE.
Seward, August 1. -- Henry D. Reynolds, promoter of the Alaska Home railway, leading out of Valdez, has returned with a big fortune made in the manufacturing of munitions of war. Mr. Reynolds reached here on the steamer Northwestern today, and is looking for a site for the erection of a smelter for the treatment of ores in this region. He is also figuring on ores from the Broad Pass and Willow creek sections. The proposed smelter will treat ores independent of the Guggenheims. Archie Hancock, formerly of the Kennecott mine, who is with the Commission here, says that there is ample ore in sight to justify the erection of a smelter.

There will be a mass meeting of citizens tonight, in an effort to get Mr. Reynolds to establish his smelter on Resurrection bay.

Another mass meeting! Stir the people up, get them to subscribe (buy stock). Sounds like the way the Alaska Home Railway got started.

Cordova Daily Times, February 20, 1918.
Reynolds-Alaska Development Co.
The company operates the Iron Mountain property at Horseshoe bay on Latouche Island. The lode is a large low-grade copper ore body...

There is a lot more to H.D. Reynolds that is out of the scope of this article. Does anyone know of a book or magazine article that covers his "career?"

ALASKA PACIFIC RAILWAY & TERMINAL CO. VS. COPPER RIVER & NORTHWESTERN RY.

Looks like the Alaska Home Railway was not the only railroad shut down by the Guggies! They also blocked the Alaska Pacific Railway & Terminal Co. out of Katalla.

Seward Weekly Gateway, May 11, 1907.
Complaint Alleges Line of Latter Conflicts With Its Own Permanent Survey.
Juneau, May 10 -- The Alaska Pacific Railway Terminal Company applied in the United States district court here today for a temporary restraining order against the Copper River & Northwestern Railway Company to prevent the latter from continuing work on certain ground at Katalla.

The complaining company alleges that the rival corporation has made a preliminary survey which conflicts with the permanent survey of the former which has been approved by the secretary of the interior.

Daily Alaskan, Skagway, March 4, 1908.
BRUNER GETS MORE TIME
Washington, March 4 -- The committee on territories has agreed to report in favor of granting an extension of one year's time to the Alaska Pacific Railway & Terminal company, in which to complete the construction of their road. This is what is known as the Bruner company, between which and the Copper River & North Western -- the Guggenheims -- there was war at Katalla during the last year.

Daily Alaskan, Skagway, March 18, 1908.
A.E. Florence is here for the purpose of inspecting the terminals and plant of the Alaska Pacific Railway & Terminal company, will also make a tour of the coal fields as soon as the weather permits.

Daily Alaskan, Skagway, December 31, 1908.
BRUNER'S ROAD REORGANIZING
Information which has reached the Katalla Herald through a Seattle correspondent is to the effect that the Alaska Pacific Railway & Terminal company is in the process of reorganization, and as soon as it is completed construction work will be resumed on breakwater and railroad and harbor at Martin islands. In an interview in a Seattle paper, after his return from his inspection of the coal fields and the company's terminal here, J.E. Florence, the prominent mining engineer, is quoted as saying:

"After a thorough examination we have decided that the Martin islands three miles from the present Katalla town site offer, with an improvement nominal compared to the saving in mileage for a coal haul, a harbor that will answer every purpose for all time to come. There are two or three islands, and with a fill between them and a breakwater at one end, a good-sized harbor will be afforded.

"Now this may seem odd, to say that a made harbor is an economical move, but once it is completed we will have only a 20-mile haul for the coal on a down grade, where as if the Copper River & Northwestern line builds from Cordova it will have a haul of 80 odd miles. On a few tons of steel this will make but little difference, but

ALASKA PACIFIC RY.CONT.

in the years to come the millions of tons to be mined and shipped gives us a great advantage."

Chitina Leader, December 9, 1913.
The Alaska Pacific Railway & Terminal Co., of Katalla, has been placed in the hands of a receiver by order of the Third Judicial Division. The receiver is Robert D. Gray, of Katalla. Liabilities are said to be about $300,000. This railroad company was organized in 1906 by M.W. Bruner of Seattle, and a number of Pennsylvania capitalists for the purpose of building a railroad from Martin Point, neat Katalla to the Bering river coal fields. About three miles of road bed were completed, and a mile or so of track laid, a sawmill was erected as well as a dock and other improvements. It is not thought that the property of the company will go very far toward paying off the indebtedness.

BERING RIVER

Nome Daily Nugget, May 18, 1917.
A force of 23 men has been busy for the last two weeks getting the Hoonah Packing Company's plant at Chilcat in shape for the season's run. From present indications about four different fish concerns will fish ***Bering river*** *this year.*

Daily Progressive Miner, Ketchikan, Aug. 1, 1917.
96,000 CASES UP AT HOONAH
The Hoonah Packing company at ***Hoonah*** *had up to 96,000 cases of salmon at closing time of the cannery Friday night and the run continues unabated with a fair increase of reds as the season advances. At Hoonah the company is operating four lines.*

At ***Gambier Bay*** *the same company has put up 32,000 cases at closing time Friday with two lines operating.*

The same company has advices from the ***Bering River*** *cannery, located near Katalla, that 20,000 cases are up with expectations of thirty thousand cases. This pack is mostly red. -- Juneau Dispatch.*

BERING RIVER COAL

The Day Book, Chicago, Il, October 9, 1913.
Haul a carload of Bering river coal into the railway station here and you will start a real estate boom the like of which has never been seen outside of Los Angeles. Let a government collier tie up at this wharf to load and town lots here will go up a hundred dollars a front foot in about ten minutes. And just now you can buy a whole lot for "30 cents Mex!"

Katalla here, is a town that was built on a "scheme."

The scheme included wholesale mining of Bering river coal, building of several railroads and many docks...

Should Uncle Sam decide to open the Bering coal fields and build a road to tidewater, Cordova expects to be chosen as the center for the operations. The 40 miles of railroad necessary to do this are estimated by Cordova people as a cheaper investment than the maintenance of a harbor which would have to be constantly dredged - as they insist Katalla's would have to be.

The Bering River country east of Katalla is one of nature's most remarkable fuel factories.

There are seven miles of railroad here, leading nowhere, nor is there a station nor dock; the million dollar wharf built by the Guggenheims having been washed away by a storm. The only coal in town, besides a few highly-prized specimens from choice veins on Bering River, was brought here by steamer from Seattle!

In the days when they were going to build a railroad from Katalla to the coal fields, every other man in town had a coal claim. When actual construction work was commenced, the railroad builders began to fight, officials of the government fell out over the granting of coal claim patents and things reached such a stage that President Roosevelt withdrew all the coal land from entry.

Katalla is almost deserted now. The only industry is in oil - a few patents to oil lands having been granted.

MERCURY COMET DURABILITY RUN

We presented this piece in the February issue under the title of "WHY"? Clifford Mishler has answered the question in the April 1, 2025 issue of Numismatic News.

"The affixed sticker celebrates the finish point of the Mercury Comet Durability Run salute to a trio of '65 Mercury Comets that had arrived in Fairbanks on October 22, 1965; they departed Ushuaia, Argentina on Sept. 12, in undertaking the 40-day, 40-night 16,200-mile vehicle and driving endurance challenge."

That is from Tierra del Fuego at the tip of South America to Fairbanks. How did they get by the Darien Gap where there is no road, even today?

ALASKA AIRLINES

Aviation Day, 2017, 90th Anniversary of Lindberg flight. Blue and white enamel on silver colored metal. Reduced, actual size 45mm (1.75 inches).

Aviation Day, 2018, Fly, Explore, Learn. Multi-colored enamel on silver colorer metal. Reduced, actual size 45mm (1.75 inches).

Shared Services N660CP Inaugural Flight 2008. Oxidized silver colored metal. Reduced, actual size 51mm (2 inches).

Shared Services Aviation, 700 Fleet Completion, 2012. Gold on silver colored metal. Reduced, actual size 51mm (2 inches).

CC-106 YUKON

As a kid (circa 1963), I remember Salada Tea baseball "coins." These were metal disks with a rolled rim and a photo of a baseball player. This piece is along the same lines, but it is for airplanes. It is blue plastic with the color insert.

Issued by Jello brand deserts and Hostess brand potato chips, it ways "Save all 200 a collectionner." Presumably a Canadian collectible.

The CC-106 Yukon was a transport plane - for passengers and freight. Test flights in 1959 were interesting with electrical problems and engines shaking loose. They were nick-named "Yukon Gliders."

Once the bugs were worked out the Yukon performed well, setting a record for its class, flying from Tokyo to RCAF Station Trenton, Ontario at an average speed of 400 mph, and later staying aloft for 23 hours, 51 minutes.

On the cargo version, the CL-44D4, the tail section was hinged and could be opened for loading cargo. It was the first large aircraft with this feature (see photo).

While this really isn't an Alaska, Yukon or polar item, the name and the interesting collectible made it an interesting diversion in this issue which seems to be about transportation.

ALASKA EXPLORATION COMPANY

Douglas Island News, October 24, 1900.
According to the Dawson News, the Alaska Exploration Company has just installed the only stamp mill, with complete attachments. The mill has a 150 pound drop on the ore and is turned by hand or steam power, just as desired, only one-eighth of a horse-power being required to operate it. The crushed ore is passed through a 15 mesh screen and washed into the amalgam copper sluice, where the fine gold comes in contact with the quick silver and is caught. Whatever escapes this sluice, however, is caught in a second one, carpeted with a blanket. The mill is the only one in the country and has a capacity of three-quarters of a ton for 20 hours work. Until all the perfected improvements are made in the plant the A.E. company will make assays and mill tests for the public free of charge.

DAWSON TO GET ELECTRIC RAILWAY!

Daily Morning Alaska, Skagway, December 8, 1900.
*The **Alaska Exploration Company** will put an electric street car system in Dawson and out to the creeks if it can get a franchise from the Yukon council. The petition has been presented to the council and will be acted on by it at once.*

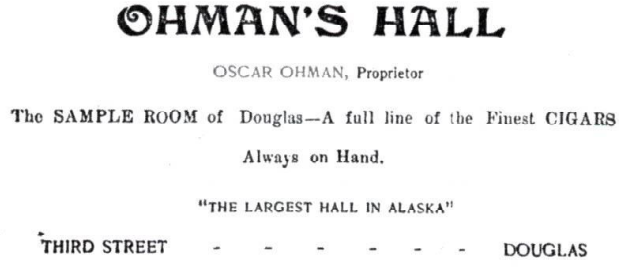
It is proposed to build fifty miles of road before spring if the franchise shall be granted, and the promoters agree to spend more than one million dollars on the system.

The Alaska Exploration Company is one of the largest concerns operating in the interior and is ample able to carry to a successful termination the work it proposes. If the franchise is granted it will mean the employment of much labor during the next year in Dawson.

A railroad out to the creeks and a street car system. Who could ask for more? Obviously, this project did not materialize.

The Klondike Mines Railway did operate hauling freight to the creeks from 1906 to 1913.

OSCAR OHMAN


OHMAN'S HALL

OSCAR OHMAN, Proprietor

The SAMPLE ROOM of Douglas—A full line of the Finest CIGARS Always on Hand.

"THE LARGEST HALL IN ALASKA"

THIRD STREET - - - - - - DOUGLAS

Douglas Miner, August 26, 1896.

Douglas Island News, November 13, 1912.
Oscar Ohman, one of the oldest settlers of Douglas, has returned from Cordova. Oscar says that Douglas is his native land and he always looks upon it as home. Oscar has a splendid water power near to the city of Cordova, and expects some day to reap the benefit of the years of work he has spent in its development

Alaska Daily Empire, April 19, 1915
To whom It May Concern:
Take notice that the partnership heretofore existing being known and called Oscar Ohman & Co., the individual members of said firm being Oscar Ohman and Victor Bohlin, is hereby dissolved.
Witness our hands and seals this 10th day of April, A.D. 1915.
Oscar Ohman
Victor Bohlin

Daily Alaska Empire, June 18, 1935.
OHMAN IS PASSENGER
J. Oscar Ohman, reputed to be one of the first "sourdough" arrivals in this Territory, left Juneau for Cordova on the Yukon. Ohman, enroute from California stopped here for a week to visit with friends in Douglas. He settled at Windham Bay in 1879.

While Oscar was in Douglas by 1896, he spent many years operating out of Cordova. He was also involved in oil claims at Katalla, a fox farm on an island in Prince William Sound, and herring packing at Skagway among other projects.

FAIRBANKS COIN CLUB ANNUAL COOK OUT

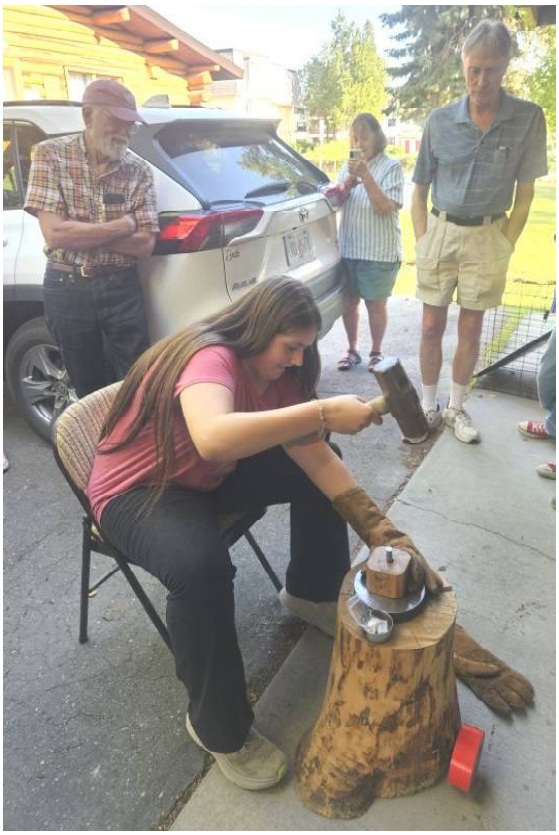
The annual cook out of the Fairbanks Coin Club was held at our house on July 1. There was a turn out of about 20 people. We normally worry about rain, but not this time. It was 80+ and we had to move the cook out from the normal location on the nicely groomed, sunny west lawn, to the scraggly north lawn in the shade.

Besides food, I feel a need to provide some sort of entertainment. For this, I called upon my minion, Liza Claar. So a couple days before the cook out, I sent her an email and said "How about making a die at the cook out and hand striking a silver token?" She said OK.

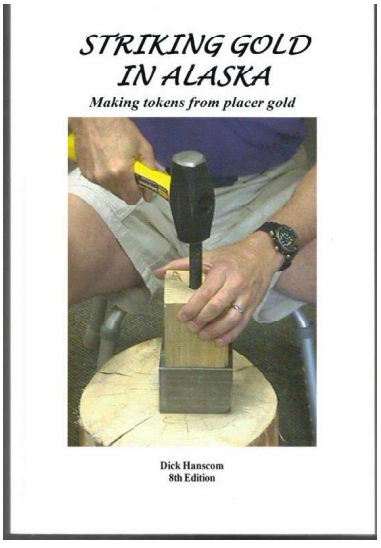
After we were done eating, it was time for Liza's demonstration. A crowd (well as many as would fit) gathered in my workshop to watch Liza make a die. The only instructions I gave her was that it had to have the date, 2025. Her die depicts a hamburger in a bun with sesame seeds! The reverse die would be my standard Minœr Mint die

Fifteen minutes later, Liza and crowd emerged from my basement workshop (where it was comfortably cool) into the 80+ degree heat. I had set up my original log with steel plate for the hand striking in the shade of the garage. Liza demonstrated how to strike a token, keeping the bottom hand in a safe position while holding the wood guide to avoid injury.

Others were then invited to strike their own token for a



mere pittance of $5. The tokens contain about 1/20 oz. of silver. You too can have one of these numismatic masterpieces for $5 plus postage (all proceeds to Liza to pay for silver)



A new edition of my ***Striking Gold in Alaska*** book is available. Same cover, new edition. There are about 17 new sources, new adventures and my minion. Ordering details are on page 108.

FROM THE ARTICLES

ALASKA HOME RAILWAY

Alaska Home Railway Company, B-4a **150.**

Alaska Home Railway, screw back brass
lapel pin, blue enamel **50.**
As above, red enamel **50.**

COPPER RIVER & NORTH WEST RWY.

C.R. & N.W. RY., B-7a **150.**

BERING RIVER

Hoonah Packing Co., 5¢, B-1a **75.**

FAIRBANKS

Alaska Coachways/Eielson, B-T1a **10.00**

ALASKA GASTINEAU MINING CO.

A.G. M. CO., round, 39mm, B-3aII **$10, five for $25**
A.G.M. CO., hexagonal, B-3b **45.**

Tool Room Check, B-3c **45.**
A.G.M. CO., retangular, B-3e **35.**

THANE

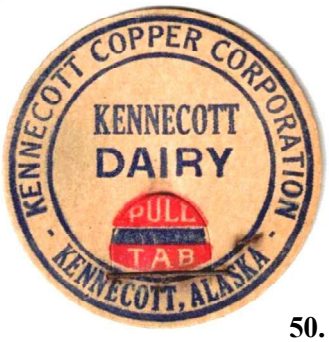
Club Room, 12½¢, B-1a **35.**

Alaska Gastineau Mining Co., 1 loaf, B-2a **325.**

(ALASKA JUNEAU MINES)

Insert says it is a battery tag. **15.**

KENNECOTT COPPER CORP.



K.C.C., Kennecot, B-9a **50.**
Kennecott Dairy milk bottle top **10.**

Alaska Power & Telephone Co., nickel alloy 32mm **20.**
Ketchikan Pulp Corp., KPC, B-10a **10.**

A R C, Number on back. Holder says Alaska Road Commission pay chit.Maybe it stands for Alaska Rare Coins;) brass, 34mm **10.**

NORTHLAND TRANSPORTATION CO.

See page 32, March 2024 issue, brass, 32mm **35.**

IN SERVICE OF ALASKA

Sterling silver pins for 5, 10, 15 and 20 years service. All 4 **25.**

TRANSPORTATION TOKENS

ANCHORAGE

City Transit, one fare, one zone, B-T1a **1.00**
Public Transit, B-T2a **1.00**
Public Transit, B-T2d **1.00**

People Mover pin: "Take Me...I'm Yours, red, white & gray, 38mm x 19mm **15.00**
Area Transit, 25¢, B-T4a **$2 each, 20 for $10.**
As above, 50¢, B-T4b **$2 each, 20 for $10.**
City of Anchorage, Bus Token, B-T5a **3.00**

BARROW

North Slope P.T., one fare, brs? brz? B-T2 **3.00**

FAIRBANKS

Alaska Coachways/Eielson, B-T1a **10.00**
As above, Ladd, B-T1b **3.00**
Alaska Overland, B-T2a **1.00**
City Transit, one fare, B-T4a **1.00**
FNSB, one ride, pink cardboard **20.00**
University Bus Lines, 15¢, B-T7a **20.00**
University Coach, 12½¢, B-8s **20.00**

JUNEAU

Capital Transit, B-T1a **3.00**
Juneau Transit, B-T4a **3.00**

KETCHIKAN

Herring Cove, B-T2aI **3.00**
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